

Editorial

Tis the time of year again! Some of our number have polished their passports and set off for the Highlands. Rumour has it that the supermarkets in Fort William have been engaging extra security staff to prevent unwanted incursions by helmet throwing, bladder flashing sassenachs!

Snaque Pit the second edition took place at you know where amidst much warmer weather than the previous edition. Not such a large entry but it was still pretty good. Lots of smiling faces and throttles wound fully open - all good pre-65 stuff!

Very nice to see Lewis Allen campaigning the mighty Ariel. Both he and the machine seemed to be going much much better than his result suggested.

The first Tims Tour of the year is due to take place on May 25th. Dunno where its going to finish but it seems that it will be a different chippie as the tour is starting from Chez Ted in Ipswich Road, Colchester and covering the Tendring peninsula. Everybody welcome.

Snaque Pit saw my first encounter with the 'elderly gentlemans' trials bike, namely Ray Gibb's agricultural experience. I must say that with my present problems an electric start does sound interesting. One must admit that it is something different and the hills of Snaque Pit allowed the motor to be 'revved out'. One is not used to the sound of a trials bike at 14,000 rpm and the tales of it sounding like 'ripping calico' made me wonder whether there was still somebody wearing the calico! It does seem to work though and must be one of the cheapest trials bikes currently being ridden.



Ray Gibb's electric start Hontaco

Pompous Norman (aka elsewhere as "The Black Adder") would appear to be scouring the country for trailie Bultacos. Not satisfied with one, he has now

The May Plonkaround

Raydon Pit, Wades Lane, Raydon, Nr Ipswich, Suffolk

Saturday 18th May 2002

From noon

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths • Twin Shock sidecars

added a second to ensure that he has a machine which is suitable for the days anticipated 'going'.

Please note that there is going to be another 'Plonkaround' at Raydon on Saturday 18th May, starting at noon as usual.

A word of warning! You aren't safe anywhere! Keep a good look out over your shoulder in case you get accosted by grinning bloke driving a Fiesta! Yes, Roger Birch is at large! But seriously, it is very nice to see Roger out and about again and getting the Fiesta into places that the more elderly aren't supposed to drive these wonders from wherever. I understand that test rides have been taken aboard electric start Henfields but I don't know whether a firm order has been placed for one as yet. Make the most of the good weather, Roger, and enjoy your Thursday lunchtime visits to the Green Laners noshery at Andrewsfield.

A nice presentation took place at Raydon before the Plonkers. Mike Harden has reached the 'age of reason' and has decided to spend ALL his time either polishing the Ariel (between riding it) or sailing his Enterprise dinghy. We all wish you well in your retirement. Mike has asked me to thank all those who extended their good wishes and presented him with a bottle of champagne on the occasion of his retirement.

Our presidente and his good lady have gone AWOL again. Following on from last years jaunt to a land where loos are in short supply, this year they are being, some would say, more civilised by doing a bike ride along the California coast from San Francisco to Los Angeles. However, the machines being hired are not Henfields but Harleys. I suppose it goes with the laid back image! I notice that the pigtail has been removed and the chain removed from the leather Village People cap. Could this be because he (or Sylvia) is worried about the reception

he might get on Fishermans Wharf or Muscle Beach? Well, we all remember how the night porter in Dieppe reacted don't we!

Shall look forward to an article on this years trip.

For the first time in goodness knows how long - far too long for my peace of mind - my health, lack of other commitments, and a Plonkers trial coincided. I am not an astrologist nor even an astronomer but I feel that the 'conjunction' of all these events would make Mystic Meg smile! So, we did some essential maintanace on the trailer and got the Yam out and headed towards Raydon to do battle with whatever Mike Harden and his merry men had laid on for us. A smaller than usual entry but what it lacked in quantity it made up for with quality! I would say that wouldn't I ! A very good 'do' run in lovely weather which, together with the breeze, managed to raise the dust. I thoroughly enjoyed myself, paying for my exertions for several days following but that was a foregone conclusion. Thanks to one an all for a lovely day. Our presidente was once again 'holding a board' - goodness knows what he had been threatened with by "the duchess of Stone Street" if he were to harm himself before the trip to the U.S.! It was nice to see a good turn out of our members helping with both the organising and observing.

Nice to see Geoff Daw out campaigning the small chicken again after his recent problems and having a 'friendly' battle with his grandson.

As you may be aware we are currently in the midst of the Jubilee celebrations to celebrate our Queen's half centenary on the throne. Funny thing really - I haven't worked out the logic behind the choice of date. As I remember it, KG VI died on Wednesday 6th February 1952 which becomes the accession date, whilst the coronation took place on June 2nd 1953 (I remember that day well as I lost out on winning the 'slow bicycle' race at the village celebrations). Now it seems that the Jubilee festivities are coming to a head on June 2nd 2002 which if my arithmetic is up to scratch is 49 years on from the coronation. Perhaps someone can put me wise where my logic or brain or what have you is going wrong. Well what my rantings and ramblings are coming around to is the fact that the next clubnite at the "Alma" will be on June 11th so as to allow jubilee revellers or caravan towers to get themselves sorted without having to curtail their long weekend activities. So - make a mental note on paper that the date has changed!

We have been keeping you up to speed regarding the Baker Associates report which as you will realise, if adopted could well spell the end of off road motor-sport, leave alone our own trials. Well the time has arrived when representations to our MPs is necessary to ensure they are fully aware what the government are trying to introduce by rather devious means. I have included an article based on the LARA guidelines which should enable you to create a letter for sending to your MP. If you need any further assistance then please give us a call and we will do our best to help.

All the best,

Jim

Secretary's Scribblings

April got off to a rather dusty start with the Pre-65 Club Scramble at Marks Tey. Several EFA members were riding here but almost all seemed to suffer mechanical gremlins except Jim Patey whose day ended at the A & E Department in Colchester and a week off work with a nasty injury to his fingers. Hope everyone was sorted and ready to go for Maylandsea last weekend.

Our second visit to Snaque Pit went off well. Thanks to Graham, Roger, Dave, Jacqui, June and Co., for organising that one. If there had been a prize for the most vocal observer, I think it would have been shared between El.P and Mark Kemp's dog, both could be heard above the bike engines!

More dust the following weekend, no, not a scramble but the April Plonkers at Raydon and a dusty section would you believe. Didn't mind though 'cos the view across the fields more than made up for it. Before the trial started, Pedro Eaves made a presentation to Mike Harden to mark his forthcoming retirement from the treadmill - congratulations Mike.

Made our first visit to the Stafford Show at the end of the month. It was a very continental affair with foreign sellers as well as buyers. Lots of jumble stalls both inside and out as well as club stands which reminded us of the old Festival of 1000 Bikes which used to be organised by the Vintage Club at Brands Hatch. Not so much in the way of gloves and helmets like the modern shows which was good. Most impressive displays as far as we were concerned were the Goldstar Owners, Triton Owners and M.V. Owners but I'm sure other people had different favourites. Had a little look at the auction when it was in full swing but didn't venture in too far in case we came home with something we didn't want

The month of May sees the first Tim's Tour take off on Saturday 25th. The route for this one has been devised by Tim and Chairman Ted and goes out further towards the East Coast - more details from Tim elsewhere in the Newsletter - needless to say everyone is welcome on any sort of bike.

Change of Date - as the first Tuesday in June is a Bank Holiday this year we thought it would be best to change Club Nite to the second Tuesday of the month. So don't forget, the June Club Nite will be on Tuesday 11th.

Heather

Please Note:

The closing date by which all articles and adverts to be included in the June issue of Trials & Tribulations should reach the editorial office is Tuesday 4th June.

Material for inclusion in the magazine may be supplied in the following forms:

handwritten • typed • computer hard copy • fax • email • floppy disc

If providing computer hard copy, a font size of 12pt minimum is preferred whilst articles supplied on floppy disc should be saved in text format.

Aroma Therapy . . .

Sunday the 28th April arrived bringing with it the added bonus of bright yellow sunshine beaming down through tall pale blue skies with fluffy irregular shaped clouds scurrying around in the breeze. This was the first real sign of summer for the vintage motorcyclists to get back onto the Kentish country lanes for the sheer pleasure of riding in like-minded company.

But there's more to vintage motorcycling than just sunshine and riding. The pleasure of meeting friends whom you haven't seen since those beautiful Autumn days of last year when they were saddened at the riding season coming to a close. The new friends that you will meet this year as you try to do as many motorcycling events as you can possibly fit in to a busy recreational schedule. To finally see the much talked about vintage or classic motorcycle that has just been finished after an extensive rebuild of maybe a year or more. The interesting stories of the labour of love lavished upon these outdated but desirable machines. Serious riders and the serious restorers. The ever scruffy, take me as I am enthusiast, with the matching motorcycle that can tell a thousand stories through scratches and dents, broken wind-screen and wired on exhaust pipes. These being the type of repairs that were most likely effected years ago 'at the roadside' whilst on the daily grind to work. The ever youthful but ageing 'ton up' couple who have seen better days but still enthuse about riding motorcycles and more often than not they are dedicated to the very same marque that they rode during their distant courting days. Loud bellowing exhausts from powerful old fourstrokes intermingled with the uneven firing of small utility two strokes enable your ears to take you back to the heady days of the powerful 'British Motorcycle Industry'.

So where did this take place? West Malling High Street in Kent was the start and finish point. But who organised this great day out? It was the 'West Kent Section' of the 'Vintage Motorcycle Club' with Clive Godwin and Peter Firth leading us through some lovely scenery for a whole days riding. And how many riders took part? Well seventy-two riders officially signed on and quite a few carried passengers. But! there were many more riders who turned up to see us on our way. At the start one man counted up to eighty plus machines then gave up through exhaustion.

Aroma therapy is so relaxing! The smell of 'apple blossom' and 'flowering cherry trees' and even the invasive rape seed has a lingering fragrance that is quite pleasant with its vivid colour of sunshine. And does this event have a name? Of course it does and its name invokes a vision of the day ahead. 'THE BLOSSOM RUN'.

Dave Blanchard

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Snaque Pit - second edition

Snaque Pit, Belchamp, Nr Sudbury, Suffolk

Sunday 14th April 2002

A-C.U. Permit No. C 26194

Pre-Unit Class (red/blue route)

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
15	Sam Appleton	350 R Enfield	0000	0000	0000	0000	0000	0001	3000	1110	0010	0000	8
5	Graham Braybrook	350 R Enfield	5000	0000	0000	0000	0000	0000	0000	1111	0010	1000	11
41	Mark Fletcher	500 R Enfield	0000	0000	0000	0500	0000	0000	0000	5120	0200	0000	15
42	Brian Fletcher	500 R Enfield	0500	0000	0003	1000	0101	0000	0010	3252	2500	2000	33
38	Alan Farmer	350 R Enfield	0000	5151	0001	1000	0030	3000	3353	2353	5133	3333	71

Unit Class (red/blue route)

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
55	Colin Sadler	199 Triumph	0000	0100	0001	5001	0030	0000	1100	1313	3101	3110	31
54	Peter Teager	250 B.S.A.	0000	0000	2151	0000	0101	5052	1131	3352	0011	0020	46

Two Stroke Class (red/blue route)

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
53	Colin Teager	250 Greeves	0000	0000	0001	0000	0010	1110	0000	1212	0100	0110	14



Sam Appleton



Eddie Hood

Middy Class (yellow route)

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
8	Roger Finch	500 Ariel	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0
44	Richard Challis	249 B.S.A.	0000	0110	0000	0000	0000	0001	0000	0000	0000	0000	3
14	Trevor Andrews	350 Triumph	0000	2000	0000	0000	0000	1000	0000	0000	0000	1001	5
47	Steve Page	250 B.S.A.	0000	1010	0000	0000	0000	0011	0000	0000	0000	5000	9
56	Ray Gibb	600 B.S.A.	0000	0000	2000	0000	3000	0000	0000	2000	1000	0100	9
28	Eddie Hood	175 B.S.A.	0000	5000	0000	0000	0050	0000	0000	1000	0000	0000	11
9	Jeffrey Fincham	350 Rariefield	0000	5000	0000	0000	0000	3000	0000	0000	0000	2020	12
43	Brian Neale	250 B.S.A.	0000	1000	0050	5000	0000	1000	0000	0000	0000	0010	13
50	Dave Kenward	343 B.S.A.	0000	5000	0010	0000	0000	0300	0000	0100	1010	1000	13
37	Roy Bannister	249 B.S.A.	0010	2000	0000	5000	0000	1010	0000	0000	0000	5001	16
17	Barrie Clarke	250 Sprite	5000	0500	0100	0000	1000	1000	0000	0000	0000	2010	16
52	Paul Gray	350 Triumph	0000	0100	0002	0000	0100	5001	0000	0030	0000	3100	17
31	Colin Rose	199 Triumph	5000	0011	1030	0000	0000	2003	0000	0000	0000	1000	17
16	Graham Andrews	199 Triumph	0000	1152	0000	1000	2011	1020	0001	5000	0000	0105	29
48	Mark Gibb	350 R Enfield	0001	5315	1000	0000	0000	3200	0000	0000	0000	5230	31
18	Trevor Cain	250 D.O.T.	1000	2000	0000	0000	0005	3200	3100	5530	3000	5221	43
36	Kevin Harris	350 B.S.A.	0000	5030	0000	5000	5005	0000	0000	5550	0000	2130	44
13	Mick Brown	199 Triumph	0050	0131	0000	1055	0055	1210	5000	5000	3000	0100	49
12	John Ives	250 Firefly	55-	3355	5555	1000	5020	2111	5550	0555	555-	3355	150

Twin Shock Class (red/blue route)

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
33	Paul Garrett	325 Bultaco	0000	3000	0000	0000	0000	0000	0110	1212	1001	0001	14
34	Paul Nash	240 Fantic	0000	0000	5000	1000	0030	0002	2000	0052	5053	0020	35

Twin Shock Class (yellow route)

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
1	Jim Mason	250 Suzuki	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0
32	John Beasley	325 Bultaco	0000	0110	0000	0000	0000	0000	0000	0000	0000	0001	3
30	Gordon Blackburn	325 Bultaco	0500	0001	0000	0000	0000	1000	0000	0010	0000	5000	13
51	Steve Friend	249 Fantic	5200	0000	0000	0000	0000	0010	0000	2100	0000	3000	14
21	Jim Shepherd	250 Yamaha	0050	2300	0000	0003	0000	1001	0000	0000	0000	1000	16
29	Ian Hood	244 Bultaco	1000	3013	0010	0000	3301	1001	0000	1000	0000	2010	22
49	Sherman Hewitt	247 Fantic	2000	1111	1000	5000	0030	1001	5000	0000	0200	0001	25
35	Paul Read	348 Montesa	5555	1000	0101	0000	0550	1000	0000	1000	5001	0000	41
3	Chris Byford-Smith	326 Bultaco	0030	5001	0500	5100	3000	2111	5105	0000	0000	3513	51

Twin Shock Gentlemen (white route)

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
7	Darren Chapman	250 Ossa	5000	0000	0050	0000	0000	0000	0000	0000	0000	0000	10
6	Rod Chapman	350 Bultaco	0000	0100	0000	0000	0000	0000	2000	1131	0000	1010	11
25	Rob Sayers	250 Ossa	0200	0000	0555	5500	0000	0000	5505	0000	5000	0000	47
22	I Mepham	350 Bultaco	5205	1000	1220	0233	0010	5221	5005	3111	0000	0050	58
2	John Beet	250 Ossa	5000	5100	0505	5010	0000	5011	5003	2500	3500	0030	60



Lewis Allen



Chris Bater

Gentlemen (white route)

No.	Name	Machine	1	2	3	4	5	6	7	8	9	10	Tot
27	Peter Sigournay	275 B.S.A.	0000	0000	0000	0000	0000	0000	1010	0000	0000	0001	3
46	Norman Kerridge	350 B.S.A.	0000	0000	0000	0500	0000	0000	0000	0000	0000	0000	5
4	Nick Jordan	225 F Barnet	0000	0000	0010	0000	0000	0000	0000	0102	2000	0000	6
23	Roy Ayres	350 R Enfield	0000	0100	0000	0000	0000	0000	0005	1000	0000	0000	7
45	Chris Bater	500 Matchless	5001	0000	0001	0000	0000	1000	0000	0000	0000	0000	8
26	John Ruth	220 Triumph	5500	0000	0000	0000	0000	1000	0000	1000	0000	1000	13
20	Clive Joseph	350 R Enfield	5000	0000	0050	0000	0000	0101	0000	2000	0000	0000	14
39	Ted Smith	350 R Enfield	0000	0000	0050	0550	0000	0000	0010	0000	0000	0000	16
40	Albert Dove	250 D.O.T.	0000	0000	0000	5000	0000	0000	0000	0501	5000	1000	17
11	Kevin Goldsmith	350 B.S.A.	2000	0100	0010	5000	0000	1001	0000	3000	0000	5000	19
10	Lewis Allen	500 Ariel	2000	0000	0000	0000	0000	5010	0110	0110	0000	5110	19

FAVOURITE VENUES & SECTIONS ON TWO WHEELS

After reading Dick Hobart's article in last months Trials & Tribulations, I can endorse his selection of ideal trials sections to savour, as I too, was often part of the Eastern Centre 'raiding party' that went forth in the mid seventies.

Although I can remember very little about the Eastern Centre trials sites, the sections that we rode in the national events can still be recalled quite clearly 30 years later. For not only were the sections something else, with often 3 and sometimes 4 sub-sections to be ridden continuously, but also the terrain between sections was always, not only great fun to ride but often very scenic as well.

Another appealing thing about the national trials at that time was that you rode in these, often British championship rounds, side by side, man to man, with the aces of the day such as Martin and Sid Lampkin, Malcolm Rathmell, Mick Andrews, Dave Thorpe, and all the other aces of the era, but not always with quite the same success sometimes it must be said.

A popular event for us was the St Davids in South Wales which was always a Saturday trial so necessitated taking a half-day off from work and travelling down on the Friday afternoon to Neath and then a bit of eating and drinking before retiring to our favoured bed and breakfast and the delectable Mrs Williams a 40 year old widowed landlady who somehow managed to conjure up almost as much excitement and anticipation amongst the 'raiding party' as the trial and the sections themselves the morning after.

My first St Davids trial I recall was a real baptism of fire.

We were flagged off at the start by the mayor of Neath in front of a sizeable crowd of local people who had turned up for a bit of free entertainment on an otherwise cold, wet morning, each riders name and details being broadcast to the assembled masses through a loudhailer by a local clubman in a broad South Welsh accent. The announcements went something like this:

"Number twenty three, Martin Lampkin, Yorkshire, European Champion."

"Number twenty four, Malcolm Rathmell, Yorkshire, British Champion."

"Number twenty five, John R!, Essex - SILENCE!"

I slunk away from the start and felt like I was carrying at least a third of the weight of the Eastern Centre's hopes as we tackled the first stream crossing not 300 yards from the start, where after an Eddy Kidd style leap into the water, I completely submerged much to the delight of the local crowd who, after the laughter had died down dragged me and the waterlogged Montesa back onto dry land where after a quarter of an hour of drying out we both sprang back into life again ready to carry on.

Unfortunately, during all the excitement I failed to notice I had been dragged back onto the same side of the stream as I had started which meant going through

the whole performance again much to the delight of the local throng who by now had started to build a sizeable dam downstream to make things a little more interesting.

But as practice makes perfect it only took a mere 10 minutes this time!

By this time though I was really late and had not even made it to the first group of sections where Dick Hobart was patiently waiting before pressing on himself.

The rest of the day was spent trying to keep ahead of the backmarker who was closing the sections, but I did finish, and not last either, but very wet and knackered.

If there had been an award for the cleanest bike of the day it would have been 'no contest' according to the winner. Mick Wilkinson, who remarked that I had spent most of the day under water anyway.

We must have been keen then as we rode at Kelvedon Hatch the following day but it was not the same and I realised then that I would be going back for more of those 'proper trials', and the mayor of Brentwood was not there to flag us away on Sunday either!

Unlike Dick, I can't remember the names of all the sections, but one national section that I can remember, though not by name but by description, was a real killer of a thing and it was in that challenging of all trials the Scott.

About half way round, (40 miles), it was described in the programme as a short sharp climb followed by a brisk walk back to the bike! And just like that advert for varnish on the telly, it did exactly what it says on the tin,

Which heralded my retirement due in the following order to the lack of.

handle bars

energy

air in rear tyre

ability

will to live (or maybe the reverse!)

It was all good fun though and something I would not have missed for the world

L MIDGET

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The management of Tim's Tours are proud to announce the commencement of their programme for the coming summer.

The first event will take place on Saturday May 25th starting at Chairman Ted's residence, 372 Ipswich Road, Colchester, which is situated between the Esso garage and the Highwood roundabout.

We would like to start at 7.00 pm sharp and look forward to a pleasant route of approximately 38 miles covering the Tendring area.

See you there!

Tractor Boy Birth Control

After having their 11th child, a Tractor Boy and his wife decided that was enough, as they could not afford a larger bed.

So the husband went to his doctor and told him that he and his wife didn't want to have any more children.

The doctor told him that there was a procedure called a vasectomy that could fix the problem but that it was expensive.

A less costly alternative, said the doctor, was to go home, get a firework, light it, put it in a beer can, then hold the can up to his ear and count to 10.

The Tractor Boy said to the doctor, "I may not be the smartest man in the world, but I don't see how putting a firework in a beer can next to my ear is going to help me."

"Trust me," said the doctor.

So the man went home, lit a firework and put it in a beer can. He held the can up to his ear and began to count:

"1 . ."

"2 . ."

"3 . ."

"4 . ."

"5 . ."

at which point he paused, placed the beer can between his legs, and resumed counting on his other hand.

VERY IMPORTANT!

You should be aware that the government appear determined to get the legislation regarding Permitted Development Rights in Town and Country Planning Regulations amended as soon as possible. If this does become law it will be disastrous for all off-road sport and other activities which rely on the good will of landowners etc to organise their events.

Please write to your MP to bring this proposed legislation to his attention. I have included a set of 'bullet points' from which it is suggested that you select one or more when writing to your MP.

These proposals for changing the '14/28 day rule' involve a relatively run-of-the-mill review of a statutory instrument. Do **NOT** expect your MP to be aware of the consultation paper - there are many hundreds of this sort of amendment every year - so you will have to explain what the issue is all about and why it is so important to us all.

Ask your MP to contact the Secretary of State at the Department of Transport, Local Government and the Regions (DTLR) to express concern that the Government is proposing such a damaging change to the rules on very weak and suspect data. Ask your MP to keep a watch on these changes when they get past the consultation stage to the firm proposal stage, and arrange that you will alert your MP when this stage is reached.

Please let Ted, Heather or myself know what response you get from your MP. Please remember that this is not your MP's fault - he or she has probably never heard of this consultation exercise, so be polite and informative and ask for help.

Bullet points:

- The Department for Transport, Local Government and the Regions has issued a Consultation on Possible Changes to the Use Class Order and Temporary Uses Provisions. This consultation appears to be prompted by concerns about take-away food shops and 'car boot sales', with the latter being accused of being the means of disposal of stolen goods, whilst causing traffic problems, litter and disturbance.
- Car boot sales are just one of a number of activities that take place under 'permitted development rights' (PDRs), a provision in planning law that allows certain activities to take place on land as a 'temporary change of use' for a specified maximum number of days in any year. Other legitimate activities benefiting from PDRs include clay shooting, farmers' markets, farm diversification schemes, and motor sport.
- The DTLR commissioned Baker Associates to investigate and report on the current situation and possible changes to the current regime. That report

(received by the Secretary of State in 2001) has led to the issue of the DTLR consultation paper.

- The Baker Associates report damns motor sport as a significant cause of nuisance and complaints, but that is a gross mis-statement of the findings and is based on a tiny national sample resulting in misleading 'percentages' being quoted.
- LARA (motor sport's national forum) conducted its own survey on 9th and 10th March this year. On that weekend clubs belonging to LARA's various member organisations held 66 events across England and Wales, involving 4821 drivers and passengers and 6011 organisers, marshals and other helpers (10832 in total)... LARA wrote to every planning authority in England and Wales and asked if there had been any reports of problems arising from motor sport events that weekend.
- The 66 events recorded raised no problems. Only 4 authorities (1%) cited complaints that weekend that might on investigation prove to be other motor sport events. Several authorities reported ongoing problems with illegal and unauthorised motor activity (mainly 'cowboy' motorcyclists) and some mis-described this as 'motor sport events'.
- Motor sport events at clubman level depend on the goodwill of landowners for the land on which to run, and also put back a small but welcome income into the rural economy. Any requirement for full planning permission will almost inevitably mean the end of long-standing fraternal events that give thousands of people a great deal of pleasure every weekend of the year, without any effect on the illegal activity that is the real cause of nuisance.
- Motor sport clubs and personnel have a vested interest in being 'good guys'. They try to influence and restrain cowboy behaviour. If the legitimate people are taken out of the scene then the number of illegal riders and drivers will increase - as will the nuisance. The police cannot cope at the moment and most forces regard such trespass as a very low priority.
- The Government should be very cautious about radically changing a system that has served the community well for approaching four decades, on the basis of very spurious data. LARA's own data has been submitted to the Secretary of State and is open to testing.
- Clubman motor sport is for and about the ordinary man, woman and youngster, many of whom put a lot of effort into, and gain a great deal of enjoyment from, the many types of motor sport. Also there is the selfless input of the organisers providing an active sport programme at a time when too many of the population are becoming 'couch potatoes'.
- The Government's range of options for change are unnecessary because the Baker Associates Report is seriously flawed. If car boot sales are a genuine problem this should be tackled by more appropriate means like Trading Standards and Customs and Excise.
- We ask the Secretary of State to proceed very cautiously and only on the basis of reliable data. There is no proven case to change PDRs in respect of sport and farmers' markets.

In Her Own Write . . .



This month has seen the relaunch of the A-C.U.'s own website (www.acu.org.uk). Control of the site has been handed over to an organisation known as JustWebs who have control of the RAC MSA site also. In fact at first sight you would be hard pushed to determine the difference in the sites.

What must be noted is that this is a significant improvement over the site which it supercedes but I do feel that a big opportunity has been missed. Our feeling, Jim and myself, is that the presentation of the site and its overall content is not going to be interesting enough to make it a 'must view' site, in fact it is in our opinion quite second rate when compared to the Chelmsford & DAC site (www.cdac.org.uk). What must be realised is that the Chelmsford and Thumpers sites are created and kept up to date in my spare time whilst the A-C.U. site is a 'fully paid for' site. Last year Jim and I put in a proposal for building and running the website for the Eastern Centre but due to the democratic process we lost out to a very last minute bid from Neil Fenn who it was thought by the majority would provide a better site, aimed more at the younger element who the centre's clubs think are the main users of the worldwide web. May I ask you to visit the Eastern Centre website on www.easternacu.info and then visit the Chelmsford site and finally make up your mind which site is the more interesting and informative! I would be very pleased to receive your comments and any constructive criticism.

It is intended that the A-C.U. site will in time have details of all the clubs, centres etc within the union but as of now the information is rather scant. I am trying to get the Chelmsford entry nice and presentable but at the moment I am being hindered by lack of suitable help from the website operators regarding including anything but rather poorly formatted text.

The managing director of JustWebs is a rather interesting person. David Butler is quite severely disabled but holds the distinction of being the only disabled driver to hold an international rallying license. Also, back in 1962, when Eamon Andrews was the keeper of the 'red book', David Butler became the youngest ever candidate for "This is your Life".

One thing that may prove to be very useful with respect to the 'new' A-C.U. Website is the small ads area where whole machines or spares can be sold or requested. A word of warning though - be careful about divulging too much information about your location - thieves also use the net as well as local papers.

Finally, all you folks out there in internet land - make sure you have got your anti-virus programs fitted and with up to date, that means now, virus definitions installed. A very nasty worm virus is spreading, the Klez virus, which is very likely to wreak havoc throughout the known world in the next few weeks. If you need any help or advice on virus protection etc give me a call on 01245 466815.

OIL CHANGING INSTRUCTIONS

For Woman

- Pull up at garage when the mileage reaches 6000 miles from last oil change.
- Drink cup of coffee.
- 15 minutes later, write a cheque and leave with properly maintained vehicle.

For Men

- Go to car spares shop, write cheque for £54.95 for oil, filter, hand cleaner and one of those lovely scented trees, stopping for case of beer on the way home.
- Discover that the used oil container is full. Dump oil in back garden.
- Open a beer and drink it.
- Jack up car. Spend 45 minutes looking for axle stands.
- In frustration, open another beer and drink it.
- Decide axle stands are overrated and use blocks of wood and bricks to support car.
- Look for 22mm open ended spanner.
- Give up and use adjustable spanner.
- Remove right knuckles when adjustable spanner slips.
- Try again. Remove left knuckles when adjustable spanner slips.
- Attempt to loosen drain plug.
- Attempt to loosen drain plug the correct way around.
- Drop drain plug in pan of hot oil, get hot oil on your self while retrieving drain plug.
- Clean up. Might as well have another beer while oil is draining.
- Look for filter removal thing.
- Give up and poke oil filter with Phillips screwdriver and twist off.
- Drink beer.
- Friend shows up, finish case of beer with him. Finish oil change tomorrow.
- Next day, drag pan of old oil out from underneath car.
- Attempt to clean oil from drive whilst dragging pan of old oil out from underneath car.
- Beer? No drank it all yesterday. Damn.
- Buy beer.

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- Drink beer.
- Fit new oil filter, carefully applying a thin layer of clean oil to gasket first.
- Fill first litre of fresh oil into engine.
- Hurry to replace drain plug before whole of the oil drains onto the drive.
- Slip with adjustable spanner, open wounds on knuckles damaged yesterday.
- Begin swearing fit.
- Throw adjustable spanner.
- Swear for additional 10 minutes as spanner hit Miss November and damaged her left boob.
- Clean up and apply plasters to most of hands and lower arms.
- Beer.
- Lower car from wooden blocks.
- Move car back and clean up oil spilt in steps 13, 16, 19, 25 and 26.
- Fill car with remaining oil.
- Drive car 1 litre low for next 6000 miles when it will be time for another oil change.
- See step one.



Random thoughts ...

Wear short sleeves!

Support your right to bare arms!